

Routine Proceedings

(Under 5)	free	—	—	—	—	—
Seniors	1.35	1.90	1.60	1.75	1.80	1.90
Trucks						
Under 20'	5.25	5.50	6.00	6.00	6.25	6.75
21' - 30'	6.20	6.80	7.25	7.75	8.05	8.50
31' - 40'	7.56	8.10	8.50	9.25	9.65	10.25
41' - 50'	8.92	9.50	10.00	10.75	11.20	12.00
51' - 60'	10.28	11.10	11.75	12.50	13.00	13.75
61' - 70'	11.64	12.25	13.00	14.00	14.55	15.50
over 70'	11.64	12.25	13.00	15.25	15.85	16.75

(b) Transportation Revenue (Excluding Freight)

In 1984, fares for passengers, passenger related vehicles and trucks generated \$5,933,407 which represented 13.4 percent of the total revenue (including federal subsidy) for the PEI service.

In 1985, these fares generated \$6,988,245; 18.1 percent of the total revenue. It should be noted that the percentage change from 1984 was due in most part to the discontinuance of a profit allowance in the subsidy calculation.

In 1986, these fares generated \$7,924,703; 22.5 percent of the total revenue. The further increase in percentage was due mainly to the discontinuance of depreciation in the subsidy calculation.

In 1987, these fares generated \$8,912,950; 24.2 percent of the total revenue.

In 1988, these fares generated \$9,772,450; 25.0 percent of the total revenue.

(c) Fare Increases

The fare increases for cars, passengers and trucks are as shown in (a) above.

The percentage of total revenue is shown in (b) above.

Cars represent 43.1 percent of Transportation Revenue. Passengers represent 39.1 percent of Transportation Revenue. Trucks represent 17.8 percent of Transportation Revenue.

WHITE CEDARS

Question No. 110—Mr. Milliken:

Is the government aware of reasons for any large number of white cedars north and west of Ottawa dying during the spring of 1989 and, if so, what are they?

Mr. Michel Champagne (Parliamentary Secretary to the Minister of State (Forestry): The Forest Insect and Disease Survey, Forestry Canada, has reported damage to cedar trees in areas north and west of Ottawa and in particular from Ottawa-Hull to Brockville and vicinity.

The browning of cedar foliage is the result of two years of severe damage caused by an insect called the cedar leafminer, last year's drought, and winter drying or "winter kill".

Feeding by cedar leafminers has caused severe browning of the foliage and often subsequent twig, branch, or tree kill. Fortunately, however, severely injured trees will often produce new foliage later in the growing season. On individual ornamentals the infested twig tips can be pruned and destroyed in early spring.

"Winter kill" is characterized by tips of twigs or entire foliage turning yellow or brown in early spring.

Also, two years ago, there was a bumper crop of cedar cones which are retained by the trees and gives a brown appearance when viewed from a distance.

Cedar trees should recover if watered during dry weather. However, in natural forest conditions some mortality may occur.

CHEMICALS DEPOSITED ON ROADS

Question No. 116—Mr. Milliken:

Has the government promulgated any environmental regulations or guidelines governing the kinds of chemicals that may be sprayed or otherwise deposited on roads or road allowances and, if so, are any substances prohibited pursuant to them and, if so, which ones?

Hon. Lucien Bouchard (Minister of the Environment): Environment Canada's only regulation relating to the spraying of substances on roads is the chlorobiphenyls (PCB) interim order, which prohibits the application of any liquid containing more than 5 ppm by weight to a road surface. There are no federal guidelines governing the application of substances to roads. Normally, this activity is addressed by the provincial government.